

THE TRANSFORMER



TRAFFIC MANAGEMENT

Pilot Transportation Operational Personal Property Standard System (PTOPS)

Does your Inbound Personal Property Section ever have a shipment to clear in, and there is no record in TOPS? If so, the shipment could be a Pilot Transportation Operational Personal Property Standard System (PTOPS) shipment. PTOPS is a DOD reengineering effort coordinated through MTMC. The two key ways to identify a PTOPS shipment is: (1) the shipment will originate from North Carolina, South Carolina, or Florida and (2) the member's SSN will end in an even digit.

Want to learn more? Call PTOPS help desk at 800-331-7348 or DSN 328-3230 for technical support. For questions concerning business rules, call 703-428-2978. PTOPS also has a web page at <https://ptops.eta.mtmc.army.mil/ptops.htm>.

POC: Mr. Antonio Acha

JPPSO-SAT/PPD

DSN: 954-4200 ext 5929

1-800-599-7709 ext 5929

Antonio.acha@jppsosat.randolph.af.mil

Advance TCMD Web Application

A new way of doing business is being realized across the European Command with the fielding of HQ AFMC's Advance Transportation Control & Movement Document (ATCMD <<http://www.pats.wpafb.af.mil/atcmd/Index.cfm>>) web site. While AFMC has had an ATCMD web capability since the fall of 1997, the Logistic Support Office invited and worked closely with USAFE Transportation and the Airlift Clearance Authorities (ACA) at RAF Mildenhall and Ramstein AB to develop fully functional ATCMD web site to assist shippers in entering all their air shipments into the Defense Transportation System. The application has been in use at RAF Mildenhall since March 2000 and at Ramstein AB since April 2000 and been met with enthusiastic response from European shippers. Part of the enthusiasm is the page has turned a three step process of creating shipping documentation, labels and the advancing the shipment to the appropriate clearance authority into a single web application. All that is required is a desktop computer with an Internet connection that has become so common in our offices and warehouses.

The site has been designed to guide the shipper step-by-step through the process using only the fields required for an air shipment. Before, the shipper had to manually complete a DD Form 1384, Transportation Control and Movement Document or use an automated system such as Cargo Movement Operating System. The shipper also had to have a copy of DoD 4500.32R, Volume I handy to answer any questions along the way. The web application changes all that by putting the guidance from MILSTAMP at the shipper's fingertips with online help just a point-and-click away. Additionally, the form was created with the shipper in mind, so the shipper is given only the options applicable to a particular shipment. This means the shipper has a greater chance of success in

making the correct transportation decisions and entering correct data on the form. Checks are also incorporated to ensure data quality once the form is submitted. Transportation Account Codes and Consignee codes are checked against the master tables maintained by Defense Automatic Addressing System Center to ensure funding and routing codes are correct. Fields containing only numbers are checked to ensure only numbers appear in the fields and where possible, dropdown pick-lists allow only the right choices to be made.

Once the shipper has completed the form and submits the ATCMD data, another screen appears that confirms all the information, the program then arranges the shippers data in the MILSTAMP 80 column format. This screen can then be printed through the shippers browser and used in lieu of the DD Form 1384. This supports the tenants of MILSTAMP and provides an automated format that will be discussed later. Additionally, the shipper's details, name, contact phone number and email address are printed on the TCMD that will accompany the shipment to destination. This allows the shipper to be contacted any time during the transportation cycle should a problem arise where cargo becomes frustrated or require any number of different actions. This information was rarely available prior to the advent of this form unless the shipper chose to include it on the TCMD, input is mandatory on the web form.

Finally, in addition to helping the shipper generate a TCMD document, the program also generates a Bar-Coded Label printed on ordinary paper and can be read with scanners used at the AMC Aerial Ports. This truly brings all shippers into the 21st century by 1) Allowing the shipper to create this document without a special printer and 2) Comply with MILSTAMP and MILSTD's mandating the use of bar coded labels. This also saves the shipper time as all the data used to create the ATCMD is used to create the labels. Before, the shipper had to transpose the TCMD information to the label. This application has automated the process entirely without any special equipment. To accomplish this, each computer used to print labels requires an installation of the 3 of 9 bar-code font that is available FREE through the AMC/DONC <https://www.amc.scott.af.mil/do/don/tools.htm> web site. The ATCMD site does provide a link to this font on the start page. Finally, the label can also be used for multi-piece shipments. The program knows when the number of pieces is greater than one and provides the shipper with the option to fill in the weight and cube for each piece in the shipment.

The same data that was entered one time creates both the TCMD and the labels. Again the programming in the application saves the final step of having to separately provide a copy of the TCMD to the ACA. Once the shipper submits the form in the second step, the application automatically sends a copy of the ATCMD to the ACA that will receive the cargo at the Port Of Entry. In the CONUS, the data is directly fed to ETADS, within Europe the data is sent to the organizational email account. The overseas ACA then performs a final check of the data and loads that data on a disk or file and feeds that data directly into AMC's Global Air Transportation Execution System (GATES) computer, greatly speeding up the clearance process. This means that by the time the shipper finishes printing their labels for the shipment, the ACA already has a copy of the ATCMD. The system also sends an automated confirmation to the shipper to let them know their data has been sent to the ACA.

Does it sound like the genie is out of the bottle and exactly how big can something like this get? Well, beginning 15 August 00, US EUCOM mandated the use of this web application as the preferred method of processing air shipment paperwork for non-automated shippers and the primary backup for automated shippers by all services command wide. So what is on the horizon for this program? As referenced throughout this article, this is a web application, which means it is expandable as well as flexible. AFMC and USAFE have already implemented some additional automated checks on TCN construction to TAC code applicability, are looking at a more user friendly TCMD document (customer output), adding a stand alone system to make the system easily used in a deployed area as well as a training function in a no impact environment and a bar-code font that doesn't require loading on individual computers. This also means the program can be expanded to include the Pacific Theater as well as the other service ACA's worldwide. This will bring the time savings and ease of use to shippers and transportation activities literally throughout the world. But how exactly will that be done?

The primary application developer Mr. Chris Delehanty is the contractor in charge of maintenance for this web application. In that capacity he has set up an ATCMD web forum to document changes and implement updates to this system. Gaining access to this forum is easy by registering online at the AFMC website, <http://www.pats.wpafb.af.mil/Forums/>. By registering you can request changes to the program, request additional functions to be added and in short, have your good ideas implemented into what is quickly turning into a global system.

As you see, this is a living application, but we want to do more! Quoting from the USEUCOM message 281419Z JUL 00, paragraph 6, "By using this system, you are helping to support the tenants of MILSTAMP and DOD initiatives in Automatic Identification Technology. Therefore, you are enhancing Intransit Visibility by ensuring your unit is using the most up-to-date 21st century

technology available to help you do your job better, smarter and faster with fewer errors." That has been the ultimate goal from the start. We are encouraging you to get signed on today for the long haul and make a difference in one of more lively transportation applications on the web. This program is limited only by our imagination and pool of your great ideas!

POC: MSgt Daniel Wilson
HQ USAFE/LSS OL-D/ACA
DSN: 238-7109
RAF Mildenhall, UK
daniel.wilson@mildenhall.af.mil

Pets Exemptions

Did you know some pets are exempt from the six-month quarantine rule in England? Under the Pet Scheme Program some lucky cats and dogs coming into Great Britain from Western Europe are exempt! For more information refer to the WEB site below for valuable information regarding the importation of cats and dogs during your PCS to England.

<http://www.maff.gov.uk/animalh/quarantine/index.htm>

POC: TSgt Verlinda M. Bishop
3AF/A4343
Traffic Management Supervisor
DSN: 238-3448

IMPAC Card Purchased Items

So many avenues to ship but only the correct way gets the item to the destination without holdups. Do you know that when shipping door-to-door that the item may not always go door-to-door? Many overseas countries (ex.. Italy, Turkey, Saudi Arabia etc...) many times have a central host national customs clearance point, usually at TMO, that your goods, although marked for your unit, must be delivered to.

Did you know that when utilizing AMC or Military Sealift Command that you need a Transportation Account Code (TAC) to execute transportation payment? The fund Cite field of their computer programs do not accommodate the long line fund citation. Therefore Wright Patterson AFB OH LSO/LOT folks must issue a TAC code against the fund cite to be used. This is in compliance with Congressional Memorandum 15 and allows for your Resource Advisor to control your unit funds.

Do you know that one of the major reasons IMPAC card purchased items get frustrated at the Aerial Port is due to incomplete paperwork or no paperwork at all? Since most IMPAC card purchased items come from stateside commercial vendors, they do not have the capability to assign the Transportation Control Number (TCN). TCNs should be acquired from your home station TMO office and supplied to the vendor on the paperwork they need to attach to the outside shipping container. This gives the intransit Aerial Port the information they need to speed your package to you quickly. Especially ensure that Hazardous Declarations are included so that items are air ready when they arrive. It is not the Aerial Ports responsibility to bring shipments into compliance with air transportation requirements.

Do you know that if you do not advise the vendor what carrier to use for movement of the item, the commercial vendor will pick one for you? Its okay if the cheapest small package carrier also happens to be the World Wide Express (WWX) DoD mandated carrier to use for shipments to/from your location. Many times it is not. This means that first you are violating a mandated use contract and many times prolonging the shipment transit time. WWX carriers usually have a simplified procedure to clear host nation customs at the port of entry. If a non-WWX carrier is used then they must post a bond on the shipment, which they get back, but the cost of the bonded truck to transport the item to the destination base is not. All of a sudden the transportation cost has just sky rocketed when the carrier passes this cost on to you.

Do you know that on IMPAC card ordered items that the invoice must show the item is purchased using the IMPAC Card and contain the words "Credit Card"? Check with your contracting squadron for procedures on IMPAC card purchased items. One of the big advantages of going through contracting when ordering an item is if an item is bought via contract, they can include the shipping instructions in the contract. It is still be your responsibility to provide all the necessary documentation to the commercial vendor but the vendor is held liable for misrouted items.

POC: SMSgt Keith M. Harris

31 TRNS/LGTT

Aviano AB Italy

keith.harris@aviano.af.mil

Securely Fasten Flatbed Loads

Recently a 20/20 news show brought to our attention, here at Hurlburt Field, how dangerous it is not to have flatbed loads securely fastened, and or chained and strapped down. The program showed how loads shift and or fall off and cause accidents and death on the highways.

Transporters can serve the transportation field by emphasizing the need for extra caution in securing all loose items and articles on over the road vehicles to prevent accidents. Pouches that are attached to equipment and cargo frequently are held on by only a thin strap. Many of these straps are old and frayed. Items not properly secured down can come loose, fly off and hit other vehicles resulting in damage or death. Doors on items such as light carts need to be taped closed. They can be torn off from the wind and go through someone's windshield. That goes for hoses, cords, wires, wooden 4 x 4s that are used by the drivers. The DOT states that 4 x 4s must be strapped down securely or anchored to keep them from vibrating loose from the truck.

A commercial company out of Oklahoma did not have a method in place that required their drivers to check flatbeds loads to ensure items were adequately secured. That oversight resulted in a multi-million dollar piece of Air Force equipment falling off the flatbed.

POC: Mrs. Joan Koester
Chief, Freight Service
16th Trans Sq
Hurlburt Field, FL
Joan.Koester@hurlburt.af.mil

AERIAL PORT

MILALOC II – Time Definite Delivery for AMC Customers

In past years, customers' experience with shipping cargo in the Air Mobility Command's (AMC) airlift system could mean long waits, little cargo visibility, and no predictable arrival times. AMC inefficient business practices, combined with improved service in the commercial cargo sector, resulted in customers choosing to use Commercial Tenders vice AMC channels, resulting in cargo leakage from AMC channel system. However, as long as contingency cargo movement requirements were high, the channel cargo leakage was not immediately apparent. Today, with contingency cargo requirements greatly decreased the channel cargo leakage is glaringly obvious when you visit a major aerial port and see their reduced cargo levels.

The problem facing AMC is how to bring the sustainment cargo business back into our system. Sustainment (or channel) cargo is such an important issue because channel cargo missions provide AMC aircrews with stable missions to plan required aircrew training necessary to sustain our wartime mission. AMC's first step to bring this cargo back is an ongoing test called MILALOC II. To help with understanding the test, the best place to begin is the overall concept of the test, followed by AMC's improvements made so far, and where AMC will apply these findings in the future.

MILALOC II (Military Air Lines of Communication II) is a joint test partnering US TRANSCOM, EUCOM, and DLA (and their respective components) to provide time-definite delivery of sustainment cargo from the Defense Depot in Susquehanna, Pennsylvania (DDSP) to the warfighters in Tuzla AB, Bosnia and Taszar AB, Hungary. MILALOC II is a follow on to the Enhanced Military Air Lines of Communication (EMILALOC) test moving cargo between DDSP and the Theater Distribution Center in Kaiserslautern, Germany, which resulted in a decreased pipeline time during the test from over 100 hours down to an average of around 24 hours, using the AMC airlift system. The overall goal with MILALOC II, as with the first test, is to achieve predictable, quicker delivery through the efficient synchronization of all the different transportation segments. This overall synchronization leads to optimizing the entire pipeline versus process owners only optimizing their individual segment. The secondary goal of MILALOC II is to breakdown existing paradigms in the airlift system and seek improvement in all processes supporting cargo movement.

After synchronizing the pipeline, the question becomes "Is AMC realizing any improvements from this test?" One of the largest improvements resulting from MILALOC II is in cargo shipping time. Before the test began, cargo shipping time to Tuzla AB averaged approximately eight days and over ten days for Taszar AB. Currently, the average pipeline times are 55 hours for Tuzla

AB and 63.9 hours for Taszar AB via air, and 99.3 hours for Tuzla AB and 97.2 hours for Taszar AB via surface. To help sustain the current pipeline times, AMC has instituted several changes in the aerial port operations area. One change is the addition of a Remote Global Air Transportation Execution System (RGATES) site at DDSF. By placing RGATES in the DDSF, Dover aerial port personnel are able to attach cargo to missions while the pallets are inbound to Dover, leading to decreased port hold time. Another change in aerial port processes is the creation of a Theater Distribution Management Cell (TDMC). The TDMC at Ramstein AB, Germany uses information available in the Global Transportation Network (GTN) and GATES for making modal decisions for onward cargo. The TDMC utilizes a mix of C-130/C-17 missions and trucking to move all cargo destined for Tuzla/Taszar AB. Along with the TDMC, the inclusion of trucking in modal decisions for air eligible cargo is another change to the airlift system. The test partners are exploring more use of trucking in areas where viable. Although slower than airlift, trucking can provide cargo delivery predictability at a reduced shipping cost.

Based on these improvements, AMC is planning to expand time define delivery (TDD) concepts to other areas. However, before we can expand TDD concepts, we must first take the lessons learned from MILALOC II and implement those lessons into our policies and procedures. Items such as better information flow between our largest shippers' systems and GATES, considering all modes of transportation for onward movement, and improving communication throughout the pipeline are just a few examples of policies/procedures AMC is reviewing and bear consideration for future TDD implementation.

The next phase of TDD is slated to start around the beginning of 2001 with cargo shipments to Kuwait. After successful implementation in Kuwait, AMC will follow with other locations supporting the warfighters. The keys to future success are implementing one location at a time, looking for additional areas of improvement, and reducing variability in shipment times.

With continued "out-of-the-box" thinking and process improvement, AMC will streamline the cargo movement process and provide our customers with more predictable and faster transportation service while maintaining our wartime readiness. MILALOC II is the first step down the right path for AMC in the 21st Century. By implementing policy and procedural changes from the first two tests, AMC should eliminate long waits, increase cargo visibility, and provide predictable arrival times. The result will be better service for the customer and more customers for AMC. If you have any questions regarding this article or MILALOC II, please contact Maj Teri Alesch at DSN 779-1300 or Capt Rob Neal at DSN 779-2865.

POC: Capt Rob Neal
TACC/XOGD
DSN: 779-2865
Scott AFB IL

CONUS Regional AF Shipper Service Liaison Offices (AF SSLO)

The new CONUS Air Clearance Authority (ACA) concept officially was executed on 31 July 2000 and the functions involved are in full operation. The AF SSLOs at Dover AFB (ACA East) and Travis AFB (ACA West) are in the new concept right along with the Central ACA at Wright-Patterson AFB. The AF SSLOs perform ACA and port liaison duties and have capability to provide total pipeline visibility/feedback. As regional ACAs, they handle shipment clearances, green sheet actions, tracer actions, requests for shipment disposition and other actions of an ACA. Shippers requesting ACA tracer action, greensheet action, munitions clearance, special cargo port notification, space block and telephonically request shipment clearances and/or submit ATCMDs via fax to the ACA at Wright-Patterson AFB will now submit requests/clearances to the SSLOs. These new operations will better serve our shippers and the entire DOD cargo movement process. ACA East will support operations for shipments to Europe, SOCOM, Greenland, the Middle East, and Gulf area, etc. The ACA West will support day-to-day operations for the shipments moving to the Pacific, including Alaska and Australia. The original CONUS ACA at WPAFB assumes the role of overall systems management and operations oversight. The AFMC LSO/LOT web site for additional information is: <https://www.afmc-mil.wpafb.af.mil/HQ-AFMC/LG/LSO/lot/>.

POC: Paul Tober
AFMC LSO/LOT
Wright-Patterson AFB OH
DSN: 787-4814/5218
paul.tober@wpafb.af.mil

THEATER DISTRIBUTION MANAGEMENT CELL

The success or failure of any military campaign is directly related to the effectiveness and efficiency of the distribution pipeline that provides logistics support to the warfighter. Currently, no organization is tasked with measuring overall effectiveness, design, or optimization of DOD's global distribution/transportation/supply chain management system. Therefore, in 1999 the DOD's supplier (Defense Logistics Agency) and transporter (USTRANSCOM) partnered to enhance DOD's distribution performance by launching the Strategic Distribution Management Initiative (SDMI). A vital portion of that distribution performance is the air distribution system and its many interfaces with surface modes, nodes and customers.

In the coming millennium, process changes will be focused on customer service and velocity. Velocity encapsulates how quickly business will change in response to customer demand, how quickly business transactions can occur, how well we meet customer delivery expectations, and how information access will alter its consumer. It is about getting the cargo to the right place, at the right time, the first time.

USEUCOM, Service Components, and the JTD JT&E team began improvements to theater distribution in 1999 by engaging in a major collaborative effort. During the spring of 2000, SDMI and MILALOC II were briefed to theater distribution principals. It was during this timeframe these ongoing efforts were recognized as a logical "marriage" to enhance the total distribution pipeline. Since March 2000, the SDMI and theater team has developed and refined process improvements, and the means to test them. The theater distribution test (1 July 00 – 30 Sep 00) laid the groundwork for Customer Wait Time (CWT) and Time Definite Delivery (TDD) standards for "fort to foxhole" initiatives aimed at improving multiple processes in the pipeline. The overall distribution initiative sought to breakdown old boundaries in favor of an integrated distribution solution. USTRANSCOM, DLA, USEUCOM, Service Components, AUSD A&T's Joint Theater Distribution (JTD), Joint Test & Evaluation Team (JT&E), and RAND, were significant contributors to the test.

The need for a jointly staffed traffic distribution management cell, capable of making rapid decisions concerning prioritization and modal selection for onward-moving cargo, was a result of Kosovo Lessons Learned. A variety of separate service component transportation and supply theater organizations must now collaborate individually to perform this traffic distribution management function in the USEUCOM AOR. There is no single traffic distribution management entity capable of rapidly determining cargo disposition and managing the execution necessary to support mission requirements. Therefore, the TDMC concept has matured as a joint manned traffic distribution management cell capable of making traffic management decisions for moving cargo to/from Ramstein AB GE, RAF Mildenhall UK, Tuzla, and Taszar Air Bases.

Collocated with the USAFE Airlift Clearance Authority (ACA) at the Ramstein AB Aerial Port, the TDMC is jointly staffed by USEUCOM components under the leadership of the ACA OIC. In addition to core ACA functions, the TDMC determines the disposition of onward movement of cargo destined to multiple locations in the EUROM AOR. For example, based on the Service or JTF Commanders need, the TDMC may coordinate the diversion of specified cargo traveling by air to surface mode when this method would result in faster delivery or delivery that meets mission requirements. This action involves making modal decisions on cargo prior to arrival in theater. Cargo diversions, based on evaluation of which mode best meets warfighter delivery requirements, reduced CWT and increase efficiency of the theater distribution system during the test. In addition, the addition of surface modes as an option relieves pressure on the airlift system enabling more efficient use of this limited resource.

TDMC personnel use a variety of tools to manage movement of air eligible cargo moving from Ramstein to Tuzla and Taszar and to/from RAF Mildenhall, UK. These tools include Global Air Transportation Execution System (GATES) and Global Transportation Network (GTN). In addition, the USAFE AMOCC provides valuable data, such as JOPES and other airlift requirements that affect support to the warfighter.

To date, RAND Corporation has gathered data over the course of the test. From 1 July – 14 September, there were 353 pallets moved to these three locations (Tuzla, Taszar, and RAF Mildenhall). Nearly half of all CONUS inbound pallets were diverted to surface mode prior to arrival at Ramstein AB. Data shows that CWT was reduced by 6 days into the Balkans. In addition to reductions in CWT, savings of nearly \$35,000 were realized for the movement of cargo from Ramstein AB GE and RAF Mildenhall, UK during August alone! TRANSCOM estimates annual savings of approximately \$350,000 annual for just this one location. We are presently refining this concept, as expansion is inevitable within the European Theater—through an incremental approach. The logical next step will be expanding our capabilities from Ramstein AB to Aviano AB and between RAF Mildenhall, UK to Aviano AB Italy.

Bottom line: The preliminary results of the 90-day test show we have significantly improved theater distribution. The MTMC/EUCOM conference schedule in late October will be a forum to discuss the "test" and "way ahead" for future change in theater. Clearly, one can expect the TDMC concept to expand within the theater and globally!

POC: Capt Paul Shaffer
HQ USAFE/LGTT
DSN: 480-7368
Ramstein AB, Germany
paul.shaffer@ramstein.af.mil

VEHICLE MAINTENANCE

MULTI-PIECE RIM WHEEL SAFETY

Recently we witness two mishaps resulting in serious injuries to three people while performing maintenance on multipiece rim wheels (split rims). This highlights the need to remind our people of the inherent dangers involved in servicing these wheels and more importantly, the critical requirement to follow the procedures contained in TO 36-1-191. Although investigations are on going, preliminary information indicates the individuals involved failed to deflate the tires by removing the valve stem before dismantling the rim in accordance with para 4.33.71 in TO 36-1-191. Additionally, this technical order contains a warning (page 138) that states individuals will not dislodge tire beads, lock rings, or split flange rings until they are absolutely certain that no air pressure remains in the tire. Failure to comply with clear and specific guidance contained in technical orders may be the primary contributing factor in these mishaps.

It is crucial that all levels of supervision discuss multipiece wheel rim procedures and safety during orientations, safety briefings, and other training opportunities. We must take the time to talk about safety and stress the risks posed by those activities sometimes considered routine. We must also encourage our people to use risk management in all their activities and to take personal responsibility to know and follow the correct procedures. Since several other organizations on an installation may have tire repair facilities, please share this information with them as well.

MSgt Colin Dexter
HQ ACC/LGTVM
Langley AFB VA

Can You Operate in MC&A Without OLVIMS?

Imagine this. You are working diligently on the workload control board when all of a sudden, the transformer for the base explodes. All systems are down. You've been notified by the Command Post that it will take the Civil Engineers a minimum of 3 days to restore power to the base. What do you do? Does work in Vehicle Maintenance stop because there is no electricity? Sure, your answer may be to obtain battery back-up options for your computers, generators, or even laptop computers. These are all viable options, but should we depend solely on these items as our saving grace?

Consider this. How about controlling the workflow manually? You know, keeping track of work orders using the PCN 18, Work Order Master File Status Report and an AF Form 754, Work Order Log and Quality Control Record. How about using an AF Form 1824, Motor Vehicle Status Form, to track delayed maintenance actions for later input into OLVIMS? Whoa! You can even handscribe work orders. Did you know that a majority of the items we need to run MC&A manually are still available in OLVIMS? After all, this is how MC&A ran way back in the last century. Listed below are some of the items you might consider having on hand. This list is not all inclusive as you may want to add other items as applicable to your base and or mission.

- AF Form 754, Work Order Log and Quality Control Record
- AF Form 1823-1, Automated Vehicle and Equipment Work Order
- AF Form 1824, Motor Vehicle Status Form
- AF Form 1827, Minor Maintenance Work Order
- AF Form 1832, Record of Cannibalization
- PCN 15, Delayed Maintenance Report {update weekly}
- PCN 23, Vehicle Master List (A) {one printed monthly should be sufficient}
- PCN 29, Employee Master List
- PCN 48, Vehicle Static Maintenance Data {one printed monthly should be sufficient}
- PCN 49, Warranty Part Information {one printed monthly should be sufficient}
- PCN 63, Quick Reference List {one printed monthly should be sufficient}
- Indirect Labor Worksheets

- VCO/VCNCO Listing
- Pens, pencils, erasers, paper, stapler, etc.

Additionally, you may consider blocking off a range of work order numbers to use in case this situation should arise. These numbers can be preprinted on the AF Form 754 and blocked off in OLVIMS using the WN transaction (Establish Range of Valid Work Order Numbers).

The above listed items should be kept in a brief case or some other medium that is easily transported in case of evacuation from your office. If you have these items on hand and they are kept up-to-date, you should have no problem running MC&A in a manual environment and your transition back to automation after the crisis should be relatively simple.

POC: MSgt(s) Stevie Holloway
Instructor, Vehicle Maintenance Management Element
Det 1, 345 TRS/TTAM
DSN 551-2783
holloways@det1-345.port-hueneme.af.mil

56 TRANS Leading the Way in Environmental Awareness

The Vehicle Maintenance Flight is tops at Luke AFB when it comes to taking care of the environment. In preparation for our May 2001 Operational Readiness Inspection, Luke was visited by the 19 AF LOGSAT and the base Environmental Office. 56 TRANS was given a stamped seal of approval. SSgt Ted Schubert, 56 TRANS Unit Environmental Manager, stated, "In this day and age, environmental issues are becoming more and more critical in how we do business and it's our job to stay on top of ways to continuously improve ourselves in that arena. It's a huge responsibility and we're just trying to do our part."

Many factors have contributed to Vehicle Maintenance having the best Environmental Program at Luke. During the March 2000 ECAMP Inspection, the Flight had no environmental violations and was recognized with four positive findings. One of those positive findings was a HAZMAT checklist that was submitted to AETC. With some adjustments this list will now be used as their standard ORI checklist. On that same note, the Vehicle Maintenance Environmental Section was the first to receive the Luke AFB "Environmental Management Merit Award" for generating a database used to track the procurement of HAZMAT via IMPAC. The CE Environmental Flight targeted the Transportation Program as the model and benchmark program for other squadrons on base.

Just another example of transportation troops displaying a continuous dedication to excellence. If you would like more information on how Luke tracks HAZMAT, contact SSgt Ted Schubert, theodore.schubert@luke.af.mil, DSN 896-8665.

POC: Capt Kevin Magaletta
56 TRANS/LGTM
Luke AFB, AZ
DSN: 896-6576

A MAINTENANCE CONTROLLER'S BEST FRIEND: THE OLVIMS INPUT TRANSACTIONS LISTING - PCN 5

How many of you review the PCN-5, OLVIMS Input Transactions Listing - more affectionately known as "The Edit", on a daily basis? If you don't, why not? If you do, what are you looking for? Or are you just reviewing the listing because your boss told you to do so? The PCN-5 is a very useful management tool that should be reviewed for accuracy on a daily basis. So many of us have fallen into the mindset that if the OLVIMS computer doesn't "beep" at us, then our transaction must have accepted without a problem. I may be dating myself a bit here, but prior to 1990, prior to our present automation, the PCN-5 was an integral part of a maintenance controller's duty day. We did not have the luxury of "Error Processing" or OLVIMS displaying an asterisk (*) next to the field in error. The only way we knew if there was an error in the previous processing day's transactions was by reviewing the edit. If there was an Input Record Error (IRE), we would have to submit a new transaction with the changed data and wait for the next day's edit to see if the transaction Input Record Accepted (IRA'd). Depending on the transaction and the field in question, this process could take a couple of days to correct. Keep in mind, while we were fixing old errors, new ones were popping up daily that needed to be corrected. Needless to say, reviewing the edit was almost a full-time job.

So you may ask yourself, "Why do we need to review the edit now that we have advanced technology?" The answer is, "All information that goes into OLVIMS may not be entirely accurate." For example, although a mileage may RA in OLVIMS, is it what you intended to input? Did you transpose numbers? Perhaps you have an inexperienced controller working with you that answers 'YES' when OLVIMS asks if the mileage input is correct, without actually verifying the mileage. We've all heard the sermons about OLVIMS data integrity. This integrity starts with the controller. Below I have listed just a few areas that controllers should be concerned with when reviewing the edit:

Commercial Parts Input - PZ's (COPARS, IMPAC, BPA, etc.)

Transposition of work order numbers. OLVIMS will accept any valid work order number.

Dates

Parts Cost.

EEIC (Element of Expense Investment Code)

Quantity

By-Pass Indicator. Ensure that all costs over \$499.99 are verified

Part Number/Nomenclature. Ensure these were input correctly (spelling, dashes or spaces, etc.)

Bin Location and Parts Status

Warranties. Ensure they were input and if so, ensure they were input correctly.

Minor Maintenance - GZ's

Dates

Work Order Number

M/H/K on J9997 inputs

Labor Time

Overtime Indicator

Employee Numbers

D-22 Interface (MZ's and VZ's)

Dates

Quantities (Material and Fuel)

Costs (Ensure costs over \$499.99 are verified on VZ's)

Work order numbers L9999 and H8888 versus an actual AF Form 1823-1 work order number

Again, these are just a few areas of concern for controllers. As you review the edit, I am sure that you will find other areas that may be of concern to you. The edit should be reviewed daily and IRE's and IRA's should be bumped against their source documents for accuracy. Any discrepancies should be corrected immediately. Remember, it's easier to fix an error shortly after it's input than to have to fix the error after daily processing monthly processing, or during quarterly corrections.

POC: TSgt Stevie Holloway

Instructor, Vehicle Maintenance Management Element

Port Hueneme CA

DSN: 551-2783

holloways@det1-345.port-hueneme.af.mil

VEHICLE OPERATIONS

Ops Leads The Way

This expression has become the motto of the 31st Transportation Squadron's Vehicle Operations flight. The newest aspect of this well deserved motto deals with 7-level CDC upgrade training and in-house pretesting. Along with the usual tasks of monitoring, tracking, and documenting the progress of all individuals in CDC upgrade; we've taken it a step further with the issuance of an in house pretest that is administered to all of our troops prior to taking the end of course exam. The test is a compilation of selected volume review exercises (VREs) in a test format and is administered closed book. The 135-question test gives the Supervisor, Training NCO, and Unit Training Monitor a spot on assessment of how well the trainee understands the material they've accomplished. Since testing began, Ops hasn't experienced a single failure, has an average pretest score of 88 percent and an

average end of course score of 80 percent. We believe that as time goes on and the standard is set, people will put even more emphasis on studying their CDC material and those numbers will increase. The test can be administered on request by any supervisor to gauge training status, and can be even broken down by section so a trainee can monitor success incrementally. For more information or for a copy of the test, please contact SSgt Newcomb at ian.newcomb@aviano.af.mil

POC: SSgt Ian Newcomb
31 TRANS/LGTO
DSN: 632-4446
ian.newcomb@aviano.af.mil

COMBAT READINESS

The 621st Air Mobility Support Group Establishes the 621 AMSG Regional Revenue Traffic Data Processing Center (RTDPC)

Mildenhall, England— You may be asking yourself the question, “What is a Revenue Traffic Data Processing Center or RTDPC and why do I care?” The short answer is that an RTDPC is the agency responsible for the oversight, manifest control and reporting, record storage, and training of assigned downline stations, including Remote Global Air Transportation and Execution System (RGATES) sites and manual or nonmechanized stations.

In plain English, RTDPCs ensure that passenger and cargo manifests are submitted in a timely and accurate manner in order for the Transportation Working Capital Fund (TWCF) to receive reimbursement of due airlift funds.

Prior to Sep 00, the 621 AMSG provided RTDPC oversight at three different Air Mobility Support Squadrons with responsibility for 24 downline stations within the enroute. This approach was decentralized and provided very little continuity of operations between the three squadrons. This ad hoc approach also left some downrange stations with little oversight or training and resulted in thousands of unreconciled manifests. In Oct 99, one estimate put the total TWCF revenue value of unreconciled manifests at \$26 million.

With the 1 Sep 00 establishment of the 621 AMSG Regional RTDPC at RAF Mildenhall, UK, responsibility shifted from the three squadrons to one regional center at the group level. Centralization of the process will increase process oversight and visibility through direct group interaction; standardize training of downline stations; and streamline and professionalize the overall process.

Manpower, infrastructure and training were dedicated to ensure the right tools were in place for initial startup. While the concept is still in its infancy, early results have been positive. During initial training, unreconciled manifests were redirected to the Regional RTDPC to provide personnel with realistic hands on training. The result - Regional RTDPC members successfully reconciled over 1,500 manifests with an estimated TWCF revenue value of \$4.5 million.

The four-member 621 AMSG Regional RTDPC is currently responsible for 30 locations throughout Europe and Southwest Asia. To date, the 621 AMSG has reconciled approximately \$14 million of the estimated \$26 million of unreconciled TWCF revenue outstanding since 1 Oct 99.

POC: Capt John Winkler
Det 3, 621 AMSG/TR
Aviano AB Italy

AIR FORCE SCHOOL HOUSE

Global Air Transportation Execution System (GATES)

Global Air Transportation Execution System (GATES) training is online at the Air Transportation Apprentice School at Lackland AFB. The first class successfully completed training on Friday, June 9, 2000. The students completed information on the following subjects:

Introduction to service transportation systems (Including CMOS) and GATES history meaning and application of Intransit Visibility (ITV) Ability to perform Cargo Processing Functions
--Inbound Surface Conveyance functions

- Shipment Unit Maintenance functions (frustrate, unfrustrate, split shipments)
- Pallet processing

Ability to perform Passenger/Mission Ops Functions

- Space-A/Space-R Sign Up
- Passenger Reports (Space A/Space R Registers, manifests)
- Service Center (Flight Setup, Open Flight, Passenger Selection)
- Check In
- Flight Status and Gate Functions

GATES training constitutes the last five days of the 29 days of training in the apprentice level course. Of course, the students are learning just the basics of these functions. However, this training will prepare the graduates for the more extensive training they will receive when they arrive on station.

Please keep us up-to-date about improvements or suggestions relating to GATES processing in the field, and let us know if the training airmen are receiving is meeting your needs. Please relay any questions or comments to: SSgt Hector Garza or SSgt Thomas Piott at DSN 473-4910 or e-mail thomas.piott@lackland.af.mil hector.garza@lackland.af.mil

POC: SSgt Thomas Piott
Air Transportation Training
345 TRS/TTTA
DSN: 473-4910
Laackland AFB TX
DSN: 473-4910
thomas.piott@lackland.af.mil

OTHER ITEMS OF INTEREST

Family Must Stick Together

If you've stopped by this week to read about push-pull distribution systems—sorry. Maybe you're looking for the latest on official use of government vehicles—not this week. Or perhaps you'd like to learn about how a Fighter Wing prepares for an ORI—sorry again, that was my last article. Today, I'd like to tell you about my family—a family that I'm very proud of. I've heard it said my entire career that the Air Force is a family and I very recently learned a couple of lessons about how true that really is. Allow me to introduce you to some very special members of our family. CMSgt (Ret) Buckley Hollyfield was a quiet, unassuming gentleman and one of the finest transporters I've ever known. Buck began his Air Force career on 8 September 1955 and served at various locations around the world, including a tour in Thailand during the Vietnam War. He retired from active duty on 1 September 1988 following 33 years of outstanding uniformed service to our country. Five years ago, he was hired as a GS-12 to run Air Combat Command's Management Equipment Evaluation Program (MEEP), now administratively part of the 1st Transportation Squadron. Chief Hollyfield continued to lead and mentor every young person he came into contact with and I count myself in that group. He was always there to listen, and on many occasions offered sound advice, which we used to improve the Squadron. Sadly, Buck passed away on 1 July 2000 following complications from heart bypass surgery. Throughout the hours and days following his death, I learned that even though we one day hang up our uniforms, we have a lifetime membership in this military family. It was very fulfilling to see our military family, both active duty and retired, supporting his spouse and children when they needed us most. Buck Hollyfield was a friend to all of us and we will miss him very much. One friend said of Buck, "I know he's in Heaven right now, and knowing the Chief, he should have things running pretty smoothly by the time we get there."

Hannah Clarisse Geise was your typical 4 year old who loved her older sister Taylor, ice cream, and playing with her Pooh Bear. Hannah's mom, SSgt Kelly Geise, is a vehicle operator serving a remote tour in Korea. Her dad, SSgt Jeffery Geise, is a legal specialist who recently moved from the Wing Legal Office to ACC/JA. One day a few weeks ago, Kelly and Jeffery learned that Hannah had a tragic accident at home and was being rushed to Children's Hospital of the Kings Daughter (CHKD) in Norfolk. Because of quick work by the Red Cross and the Commander and First Sergeant of the 51st CES at Osan AB, Kelly was soon on her way back to the states to be with her family. Time was not an ally as Hannah slipped into a coma while her mom frantically raced to be by her side. A mere 23 hours had passed when Kelly arrived at Norfolk International Airport where she was met by family members and taken to the hospital. Throughout the following days, we gathered together at CHKD, supporting, praying, thinking about Hannah, and thinking about our own children. I watched the Geise's suffering made a bit easier by the outpouring of sympathy and assistance from our military family. Even though it was the 4th of July weekend, members from the Wing's Legal

office mowed the family's lawn and cleaned their house. They sacrificed their time and energy because that's what families do. Kelly did get to spend three days with her daughter but our vigil ended on 3 July 2000 when Hannah quietly, peacefully, and all too soon left us. But thanks to the courage of two members of our family, a most precious member of their family left something of herself behind. Because of their sacrifice, 5 children received life-saving organ donations within hours of Hannah's death. Her mom recently told me "We're at peace because we know that Hannah fulfilled her mission here--a mission to give life".

Buck, Hannah, and their families are indeed very special people. They are all a part of our military family. As I think back on the events of these past weeks, I can't help but feel a tremendous sense of pride in my military family. The simply outstanding support by the Wing and ACC Legal staffs, our Chaplains, the Wing's Honor Guard, the Casualty Assistance and Mortuary Affairs offices, and a number of active duty and retired friends added some comfort to these very sad times. On behalf of the Transportation Squadron, I'd like to say thanks to them for being part of the family. Printed in the 11 August edition of *The Flyer*, Langley AFB's official newspaper.

POC: Lt Col Chris Bendall
Commander
1st Transportation Squadron
Langley AFB VA

The Future of Transportation

Curious about the future of transportation? Check out the following web site, <http://www.il.hq.af.mil/ilt/reengineering.html>
Privacy Act-1974 as Amended applies--This memo contains information which must be protected IAW DoD 5400.11 R, and it is For Official Use Only (FOUO)

POC: MSgt Thomas E. Dillon
HQ AMC Transportation Division
DSN: 779-3147, FAX: 1878
Scott AFB IL

Reengineering Tests

I've heard when Thomas Edison and his team worked to develop the light bulb they tried several hundred materials in their search for a filament that would glow without burning up. Imagine how impossible that task would have been if they hadn't carefully recorded the results of each test and conducted the tests under exactly the same conditions each time. That's what I think about as we come to the next phase of our Reengineering efforts.

Our Reengineering Teams have carefully considered the way we're doing things today and they've come up with several possibly better ways of doing business. We will be testing their proposed changes soon, collecting data for evaluation, and collecting feedback from hands-on workers as to whether the ideas have merit for AF-wide implementation. That's why we'll do the tests or "proof of concept," but that's not all that can come from them. It seems when a test gets started it invariably also leads to changes in the people that do the job. I applaud the positive things like increased enthusiasm, but want you to be prepared for how positive and negative influences can skew results.

When we change the way of doing something, workers can often build on the idea to cause the evolving procedure to get even better performance. Well-meaning supervisors might also adapt the proposal to local conditions that won't be the same at every base. Either of these might be okay after giving the process an honest trial, but it's important to report those changes so the evaluation of the idea's benefits takes them into account. Otherwise, we see the wonderful results and assume they came from the original test process....not as it was locally modified...and the impact of the locally discovered improvement is lost. Another issue is things sometimes get better simply because they're getting the commander's attention. When conducting a test, and the boss seems very interested in the results, workers put an unusual amount of effort into it. In the end, the new process may be worse than the last, but production increases due to the attention. One more possibility is that resistance to change causes people to not give the new procedure an honest effort so results are artificially poor. That may cause us to pass on a great idea for the wrong reasons.

The idea of a test is pretty simple. We want to observe the effect changing the process will have on the overall product or service we provide. Ideally we would want to see if changing a process will make the job easier, more efficient, and increase mission effectiveness and capability. Unfortunately, we don't have a laboratory like Thomas Edison's to ensure consistent control on the

environment. If you'll be conducting one of the reengineering tests at your base, watch out for unrelated inputs that could give us misleading results.

POC: Col John Pruitt
HQ USAF/ILTR
DSN: 227-4292
Pentagon, Wash DC

Mentorship

If we are to maintain the world's best Air Force in this millennium, we must work everyday to build our leaders. One of the most important parts of this process is mentoring. For me, mentorship has three major components: two things which mentorship is and one that is definitely is not. Mentorship is giving effective feedback and spending enough time with people to truly get to know them. Mentorship is not career micromanagement. After three months in the Air Force, as a second lieutenant I was elated to find out my squadron commander wanted to sit down with me and give me formal feedback. However, I held my breath as I entered my commander's office. My expectations were low since my commander was tough to read. On a daily basis I thought I was doing okay, but didn't know for sure. When my commander handed me my feedback, I was astounded and jumped for joy inside. My feedback was phenomenal! Not because it was all glowing, but because it was comprehensive...let me explain. He reviewed all of my responsibilities and gave me raving remarks. He gave me positive feedback, but also gave me constructive feedback in areas where I needed improvement. Furthermore, he closed the feedback session on a positive note and with a focus on the future he discussed my strengths, my future jobs within the squadron, and my goals. I was motivated and knew what my commander and the Air Force expected of me. This is a big part of mentoring. A mentor, according to the American Heritage Dictionary, Second College Edition, is a wise and trusted counselor or teacher. In the Air Force, one of the ways we mentor is through effective feedback. When I look back at my career, there are many people that have given me feedback, but only a few that have risen to the dictionary's level of mentorship. My first commander was my first mentor. He was the first to see my leadership potential. He started my journey of mentorship.

However, this feedback was only the first level of mentorship. During one of my previous assignments I supervised five officers. I not only spent extensive time giving thorough, uplifting, and motivating feedback; I also spent time getting to know my officers away from the office. We had monthly lunches and weekly informal feedback sessions. When I look back at my first commander, I greatly appreciate his thorough feedback-the only place his mentoring fell short was in the time he spent with me.

Effective mentoring must include quality and the right quantity; if it doesn't, the mentor cannot truly know the people he's mentoring. With this in mind, I believe the next level to mentorship is getting to know your troops so that you can best care for them. This cannot be done easily without creating an environment of trust, which develops from being together in different settings. As a result of this trust and long-term commitment, my mentors have been with me through the toughest trials and challenges in my life. They have guided me with advice that is a balance between the needs of the Air Force and my family needs. They have been involved in my life, career and helped me set a course for my future.

I think it's also important to understand who these people are-though I used my first boss as an example, my mentors have not just been my superiors or bosses. Neither are they people who I followed from base-to-base. They don't "micromanage" my career-I have followed their advice and stretched and challenged myself. When I'm given the opportunity to mentor, I let people be independent and grow. I give them advice and let them make their own decisions. Over the years I have had many people give me advice, help and support. Yet, there are a select few of them that I call my mentors. My mentors are those who not only gave me thorough feedback like my first boss, but also those who spent enough time with me to really get to know my priorities, needs, and desires.

Again, they have not necessarily been supervisors or commanders, nor are they so involved in a person's career as to stifle independence. With these three tenets of mentorship in mind, when I mentor, I know I must first take care of my troops by figuring out who they are. Secondly, determine where the Air Force wants them to go while most importantly encouraging them to always do their very best; and finally, I must give them enough room to make their own decisions and grow. This is true mentorship. As leaders we must build our airmen, NCOs and junior officers to lead today's and tomorrow's Air Force. Taking the time to build our future is our duty and commitment. <http://www.mcguire.af.mil/news/mentorship.htm>

Restlessness is discontent and discontent is the first necessity of progress. Show me a thoroughly satisfied man and I will show you a failure...Thomas Edison

POC: Major Emily Buckman
Commander
305th Transportation Squadron

ACC MEEP Project Update

1. Equipment Evaluated: MIG Welder Model 1000 "Ready Welder II", and Model 30500 Resistor Box. Designed as a complete turnkey MIG welding system. By adding two or three 12 volt DC deep cycle batteries connected in series the Ready Welder II is ready to weld. The Ready Welder II is made to be versatile, easy to use, and features an easy-start arc. It is very versatile; you can use flux-core wire that requires no gas, or solid wire with gas to weld steel, aluminum or stainless steel. Ready Welder II will accept .023" to .045". The Ready Welder II is much smaller, lighter, and easier to carry and store than plug-in MIG welders and no electrical wall outlet or fuel powered generator is needed.

Test Site Langley AFB, VA. MEEP Project NO T99-69. Welder was tested for a period of 6 months and recommended for Air Force adoption.

2. Equipment Evaluated: The Solar heavy-duty, high capacity 12 and 24 Volt Portable Power Truck PAC Model ES1224. The unit has 800 cranking amps for 12-volt vehicles and 600 cranking amps for 24-volt vehicles and a switch for selecting 12 or 24 volt starting power. It has a built in handle and a test switch for checking the remaining power level of the power pack, flexible heavy duty cables, extra-long for the hard to reach batteries. The Power PAK can be recharged from any 12 volt AC or DC power supply and the 12-volt charger is included.

Test Site, 823 RHS, Hurlburt Field, FL MEEP Project NO T00-12. Project is in the process of being closed.

3. Equipment Evaluated: Tire Changer Model CH22, Stand CH-23 and CH Mongoose Tire Tool. The Model CH-22 tire changer has three jaws that can quickly and easily secure 4" to 16.5" wheels. All that is required for use is to set the two adjustable jaws to the wheel diameter and tighten the remaining jaw to hold the wheel in place.

Test Site JCSE, MacDill AFB, FL. MEEP Project NO T99-73. Project is in the process of being closed.

4. Product Evaluated: PROPYLENE PROPENE is a "High Purity Gas (HPG)" used in place of oxygen and acetylene gases for all types of metal work, including flame cutting, heating, brazing or soldering. The HPG cylinders are safe, economical and easy to handle. The cylinders come in 435, 105, 65, and 27 lb. sizes that weigh less than half as much as comparable acetylene cylinders. Lower cylinder weight reduces handling labor as much as 80%.

Test Site, Rickenbacker Air National Guard Base Ohio. MEEP Project NO T00-18. Project will be completed in Dec 2000.

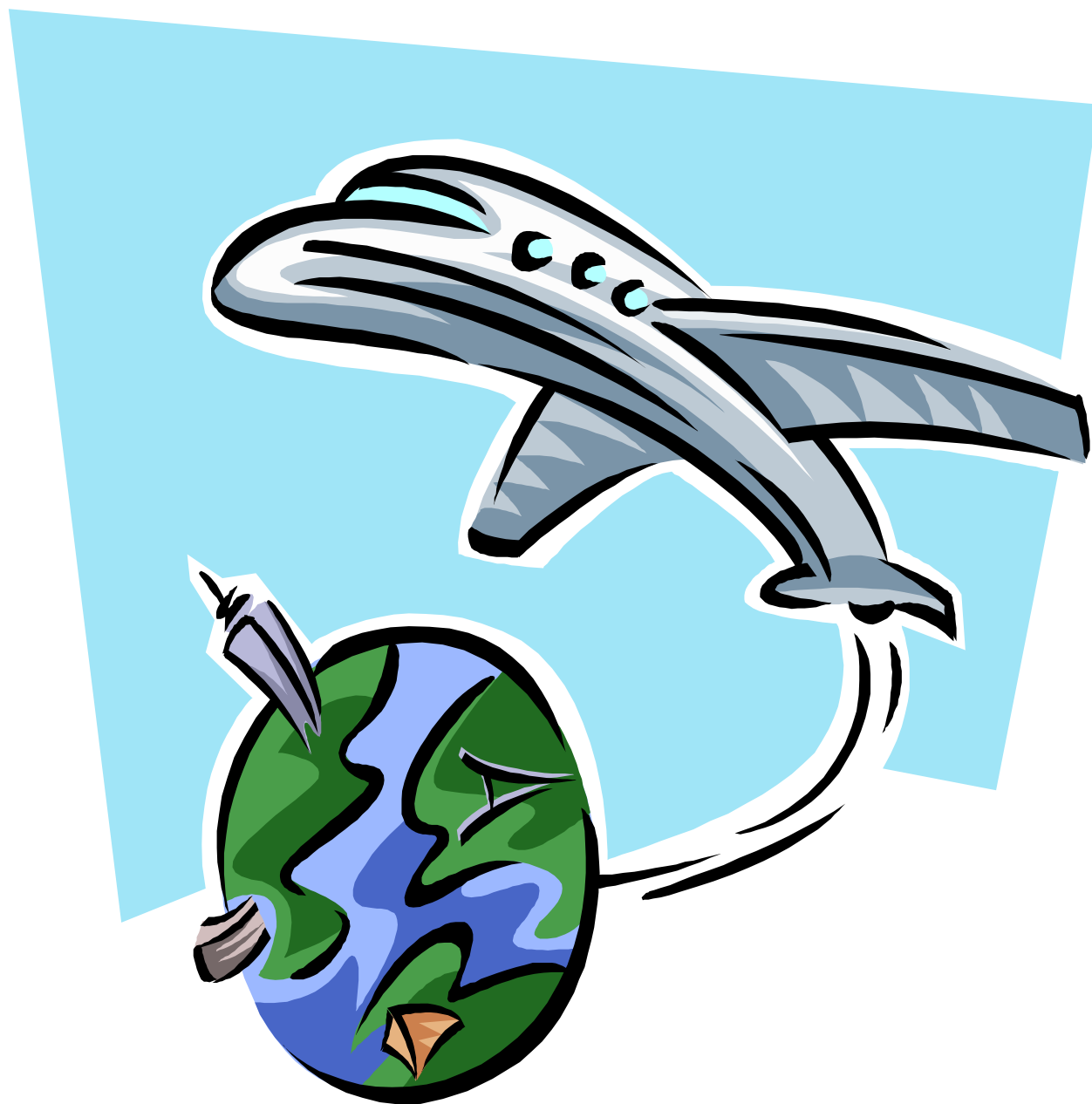
5. Equipment To Be Evaluated: The Chassis/Engine Ear is an advanced electronic stethoscope which dramatically outperforms and replaces the ordinary mechanic stethoscope, and offers much more versatility to automotive, industrial and HVAC service technicians. This time saving product is used to detect bad bearings, bushings, and noisy lifters, exhaust manifold leaks, broken or chipped gear teeth. It is also used to pinpoint the location of wind and water leaks around doors and windows. In the industrial/HVAC markets, Engine Ear is used to detect defects in Pillow Block Bearings, hydraulic pumps, valves, solenoid, heating pumps and motors, and air conditioning compressors, etc.

Test Site, Whiteman AFB, MO. MEEP Project NO T99-72. Project received favorable comments was recommended for Air Force adoption.

NOTE: All of the projects referenced in the last issue of the Transformer have been, or are in the process of being completed. With the exception of The Battery Brain, Project NO T00-02, all of the projects were recommended for Air Force adoption.

If you wish to know more about any of these projects or the MEEP program please contact one of the members of this office. Our DSN: 574-4408/10. COMM: (757) 764-4410/10.

POC: Mr. Charles Batchelor
DSN: 574-4410
Langley AFB VA
Charles.batchelor@langley.af.mil



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THE TRANSFORMER**PROGRAM MANAGER****JPPSO-SAT/XO:**

Mr. Al August

DSN PHONE: 954-4227

Toll Free: 800-599-7709, ext 4227

DSN FAX: 954-4257

Commercial FAX: (210) 321-4257

aaugust@jppsosat.randolph.afmil

transformer@jppsosat.randolph.af.mil

HOW TO SUBMIT ARTICLES

Articles can be about quality initiatives, lessons learned, PAT results, etc. The crosstell you originate should be an action that has had some results, positive or negative.

Articles may be submitted by...

(1) E-mail. (2) Fax. (3) Mail disk with article in plain text or

Word. (4) Mail hard copy of article.

All articles must be submitted through your MAJCOM POC, listed on this page.

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Visit our Internet Home Page: <http://jppso-sat.randolph.af.mil>, contact the program manager aaugust@jppsosat.randolph.af.mil, or one of the MAJCOM POCs listed on this page.

MAJCOM POCs

ACC/LGT: Mr. Curtis L. Smith

HQ ACC/LGTT

DSN PHONE: 574-4779/2639

DSN FAX: 574-0508

Curtis.smith@langley.af.mil

AETC/LGT: CMSgt Stephen Wathen

HQ AETC/LGTR

DSN PHONE: 487-3606

DSN FAX: 487-6827

stephen.wathen@randolph.af.mil

AFMC/LGT: Capt Joshua M. Kovich

HQ AFMC/LGTT

DSN PHONE: 787-5142

DSN FAX: 787-3371

Joshua.kovich@wpafb.af.mil

AMC/LGT: MSgt Thomas E. Dillon

Command Readiness Manager

HQ AMC/LGT

DSN: 576-3147

DSN FAX: 576-1878

Thomas.Dillon@scott.af.mil

AMC/DO: SSgt Catherine

Richardson, or MSgt Alan Schaffer

HQ AMC/DOZXC

DSN PHONE: 576-2951/3747

DSN FAX: 576-6468

catherine.richardson@scott.af.mil

alan.schaffer@scott.af.mil

AFSOC/LGT: MSgt Laita Snapp

HQ AFSOC/LGTV

DSN PHONE: 579-2516

DSN FAX: 579-5063

snappl@hurlburt.af.mil

AFSPC/LGT: MSgt Alan L. Lindsay

HQ AFSPC/LGTV

DSN PHONE: 692-3173

DSN FAX: 692-5667

Alan.lindsay@peterson.af.mil

PACAF/LGT: MSgt Donnie Lee

HQ PACAF/LGTV

Hickam AFB HI

DSN PHONE: 315-449-6303

DSN FAX: 449-5709

Donnie.lee@hickam.af.mil

USAFE/LGT: MSgt Al Stephens

HQ USAFE/LGTT

DSN PHONE: 480-6321/6327/7368

DSN FAX: 480-6320

albert.stephens@ramstein.af.mil

AFRC/DO: MSgt Tom Johnson

HQ AFRC/DONR

DSN PHONE: 497-1715

DSN FAX: 497-0404

thomas.johnson@AFRC.AF.MIL

AFRC/LGT: SMSgt Phillip Little

HQ AFRC/LGTT

DSN PHONE: 497-1697

DSN FAX: 497-1705

phillip.little@afrc.af.mil

ANG/LGT: Maj Casey Scharven

ANGRC/LGTR

DSN PHONE: 278-8511

DSN FAX: 278-8481

scharvenc@ang.af.mil

USTRANSCOM/J4: Major Melissa

Higginbotham

USTRANSCOM/J4-BCA

DSN: 576-6887

DSN FAX: 576-8559

melissa.higginbotham@hq.transcom.mil